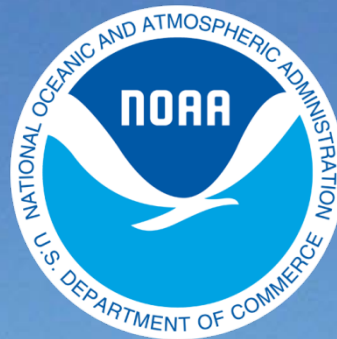


BookletChart™

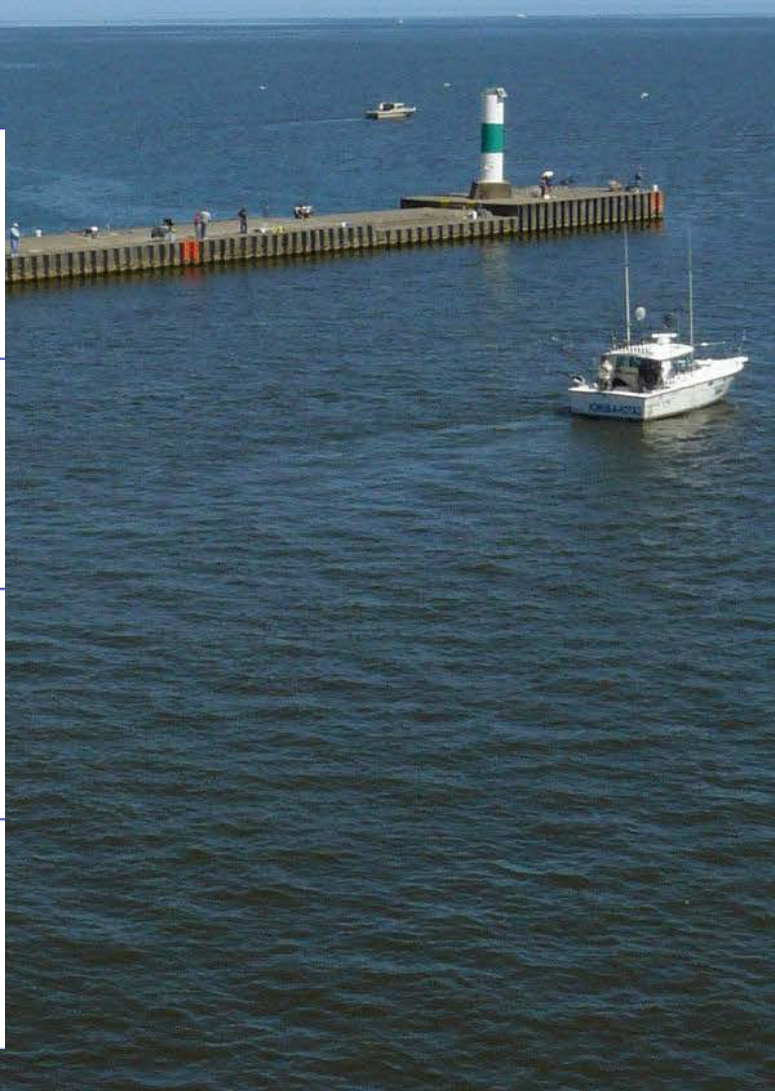
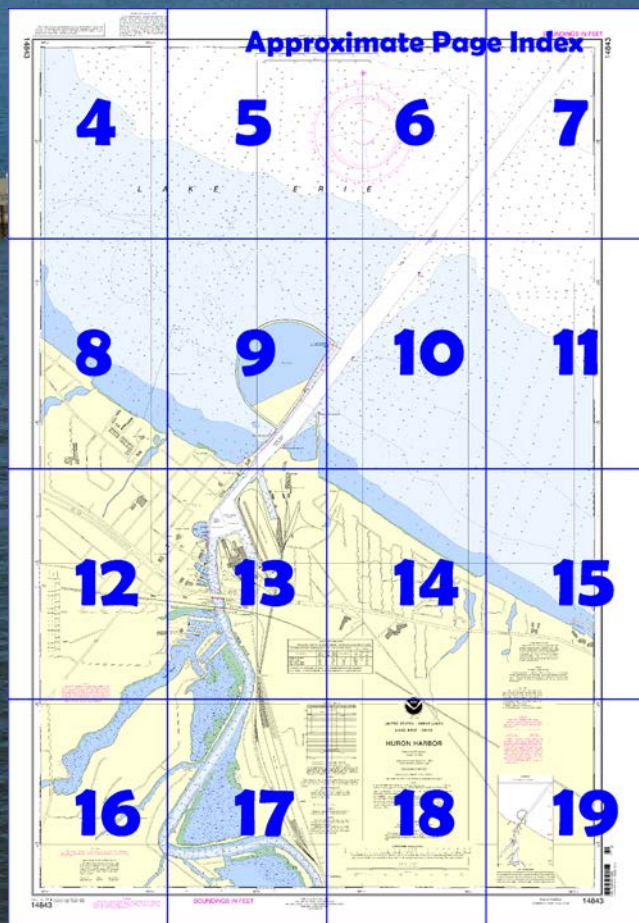
Huron Harbor NOAA Chart 14843



A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™ ?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=14843>



(Selected Excerpts from Coast Pilot)

Huron Harbor is about 44 miles W of Cleveland inside the mouth of the **Huron River** at the city of **Huron, Ohio**. An unmarked **dumping ground** with a least reported depth of 35 feet is 3 miles N of the entrance to Huron Harbor. **Huron Harbor Light** (41°24.3'N., 82°32.6'W.), 80 feet above the water, is shown from a white square pyramidal tower on the W pierhead. A fog signal is at the light.

The harbor is entered through a dredged channel that leads SW from deep water in Lake Erie between a pier and an adjacent disposal area on

the NW side, and a breakwater on the SE side to the mouth of the Huron River. The channel leads into the river to a turning basin with its upper end about 0.4 mile above the mouth. Buoys mark the entrance channel, and lights mark the outer end of the pier and breakwater and each side of the river mouth. Federal project depths are 29 feet in the entrance channel to the inner end of the W pier, thence 28 feet to the turning basin, thence 27 feet in the E half of the basin and 21 feet in the W half of the basin. (See Notice to Mariners and latest editions of charts for controlling depths.) Huron River is navigable by small craft for about 10 miles above the mouth.

Quarantine is enforced in accordance with the regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

A **speed limit** of 6 mph (5.2 knots) is enforced in the harbor except in the outer harbor where the speed limit is 10 mph.

Marine supplies are available in the city. Diesel fuel and provisions are available by truck from Sandusky.

Numerous small-craft facilities are on the W side of the lower mile of the Huron River. Transient berths, gasoline, diesel fuel, water, ice, electricity, sewage pump-out facilities, marine supplies, and launching ramps are available. Lifts to 20 tons are available for hull, engine, and electronic repairs.

An unmarked **dumping ground** with a least reported depth of 35 feet is 3 miles N of the entrance to Huron Harbor.

Dangers.—An extensive area of fish net stakes is off the entrance to Huron Harbor.

Harbor Regulations.—A **speed limit** of 6 mph (5.2 knots) is enforced in the harbor except in the outer harbor where the speed limit is 10 mph (8.7 knots). (See **33 CFR 162.155 and 207.570**, chapter 2, for regulations.)

Wharves.—Huron Harbor has deep-draft facilities on the east side of the Huron River and in the two slips that extend southeast just inside the mouth of the river. (For a complete description of the port facilities, refer to Port Series No. 42, published and sold by the U.S. Army Corps of Engineers. See Appendix A for address.) The alongside depths given for the facilities described are reported depths. (For the latest depths, contact the operator.) The facilities described have highway and rail connections. The Norfolk Southern Railway Co., Ore Dock has water connections. During the closed navigation season, vessels moor in Slip No. 1. Special arrangements can be made for electrical connections.

The Pillsbury Co., Grain Elevator Wharf: west side of Slip No. 2; 832-foot face; 27 feet alongside; deck height, 10½ feet at center and 6½ feet at ends; 2¼-million-bushel grain elevator; fixed tower equipped with a marine leg, and a loading spout, capacity 30,000 bushel per hour; shipment of grain; owned and operated by The Pillsbury Co.

Huron Lime Co., Stone Dock: east side of the river mouth and the outer east side of Slip No. 1; total of 1,100 feet of berthing space; 28 to 24 feet alongside channel face, 24 to 16 feet alongside curved section, 16 to 17 feet along east side of Slip No. 1; deck height, 8 feet; one front-end loader; open storage for 120,000 tons of limestone; silos for 1,800 tons of lime; receipt of limestone; owned by Norfolk Southern Railway Co. and operated by Huron Lime Co.

Supplies.—Marine supplies are available in the city. Diesel fuel and provisions are available by truck from Sandusky.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Cleveland

Commander

9th CG District (216) 902-6117
Cleveland, OH

Table of Selected Chart Notes

Pump-out facilities

For Symbols and Abbreviations see Chart No. 1

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Toledo, OH	WXL-51	162.550 MHz
Sandusky, OH	KHB-97	162.400 MHz

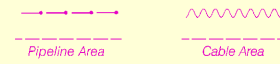
HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.190" northward and 0.342" eastward to agree with this chart.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ◌ (Approximate location)

Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Detroit, Michigan.

Refer to charted regulation section numbers.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, *United States Coast Pilot*.

CAUTION

POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

PLANE OF REFERENCE OF THIS CHART (Low Water Datum)..... 569.2 ft. Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

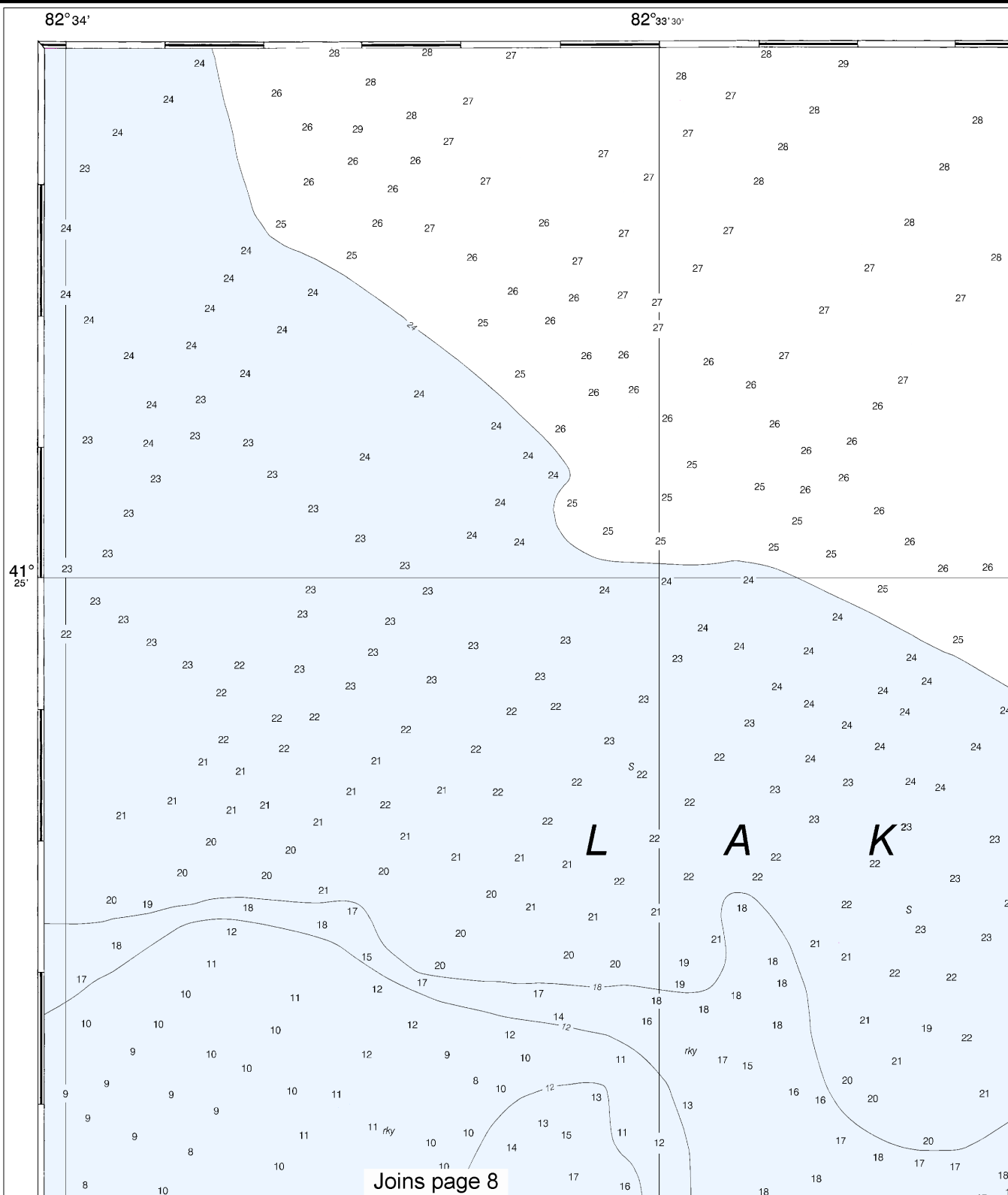
HURON HARBOR CHANNEL DEPTHS							
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO NOV 2010 AND REPORTS TO JAN 2011							
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT GREAT LAKES LOW WATER DATUM (LWD)				PROJECT DIMENSIONS			
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (FEET)	DEPTH LWD (FEET)
LAKE APPROACH CHANNEL	25.4	25.4	24.8	11-10	400	8400 A	29.0
ENTRANCE CHANNEL:							
FROM LAKE APPROACH CHANNEL	23.9	26.4	26.5	11-10	400-300	700	29.0
TO END OF THE EAST BREAKWATER							
FROM END OF EAST BREAKWATER	23.0	24.4	7.5	11-10	300-150	1900	28.0
TO SLIP #1							
HURON RIVER CHANNEL	23.6	23.9	21.8	11-10	120-350	1500	27.0
TURNING BASIN	10.9	11.0	10.9	11-10	0-400	600	21.0

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

14843



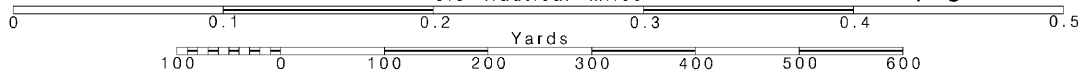
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:5,000

See Note on page 5.



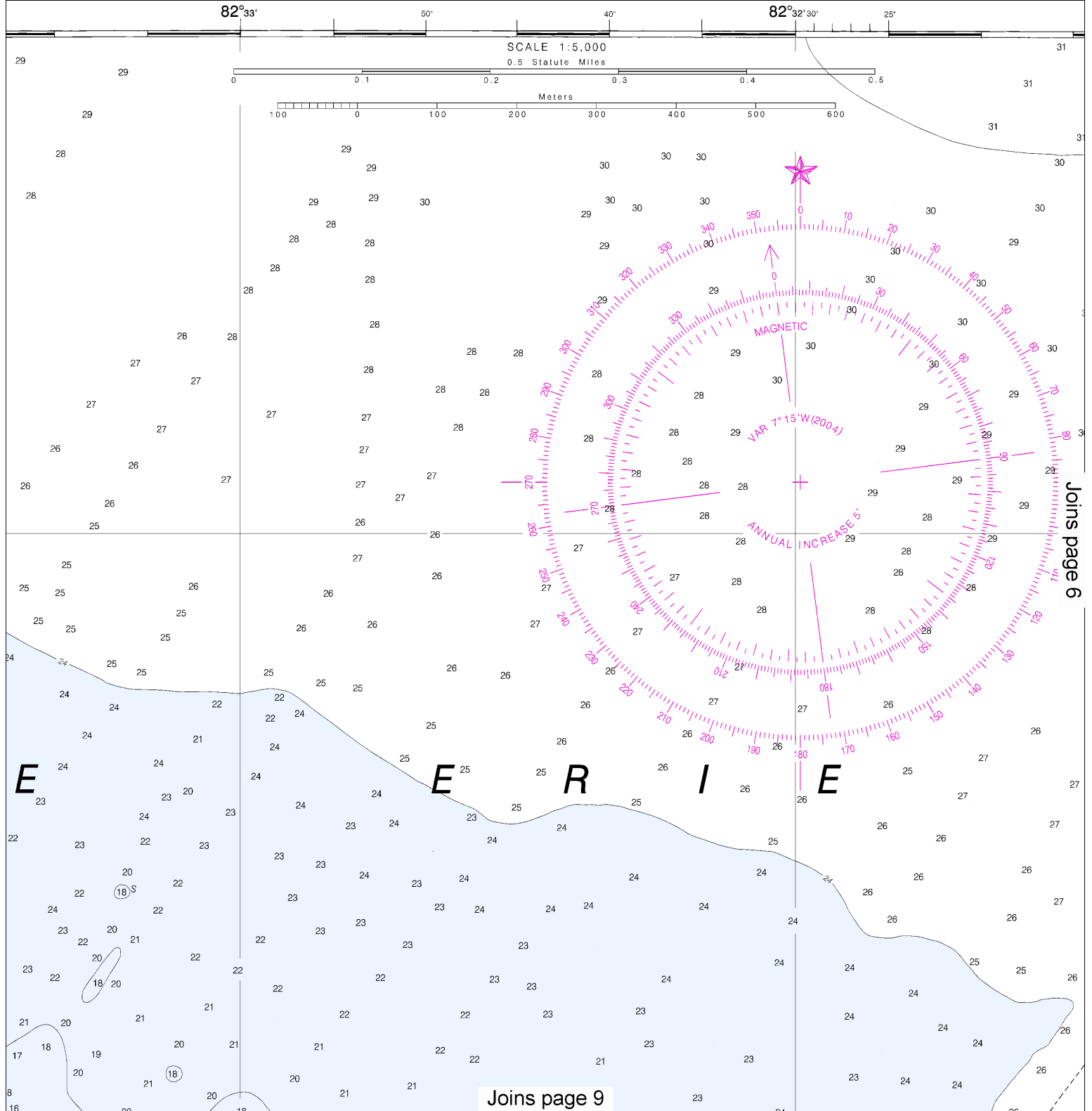
Formerly LS 363, 1st Ed., Dec. 1904 KAPP 1207

82°33'

82°32'30"

SCALE 1:5,000
0.5 Statute Miles

Meters



Joins page 6

Joins page 9

This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:6667. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

Formerly LS 363, 1st Ed., Dec. 1904 KAPP 1207

82°33'

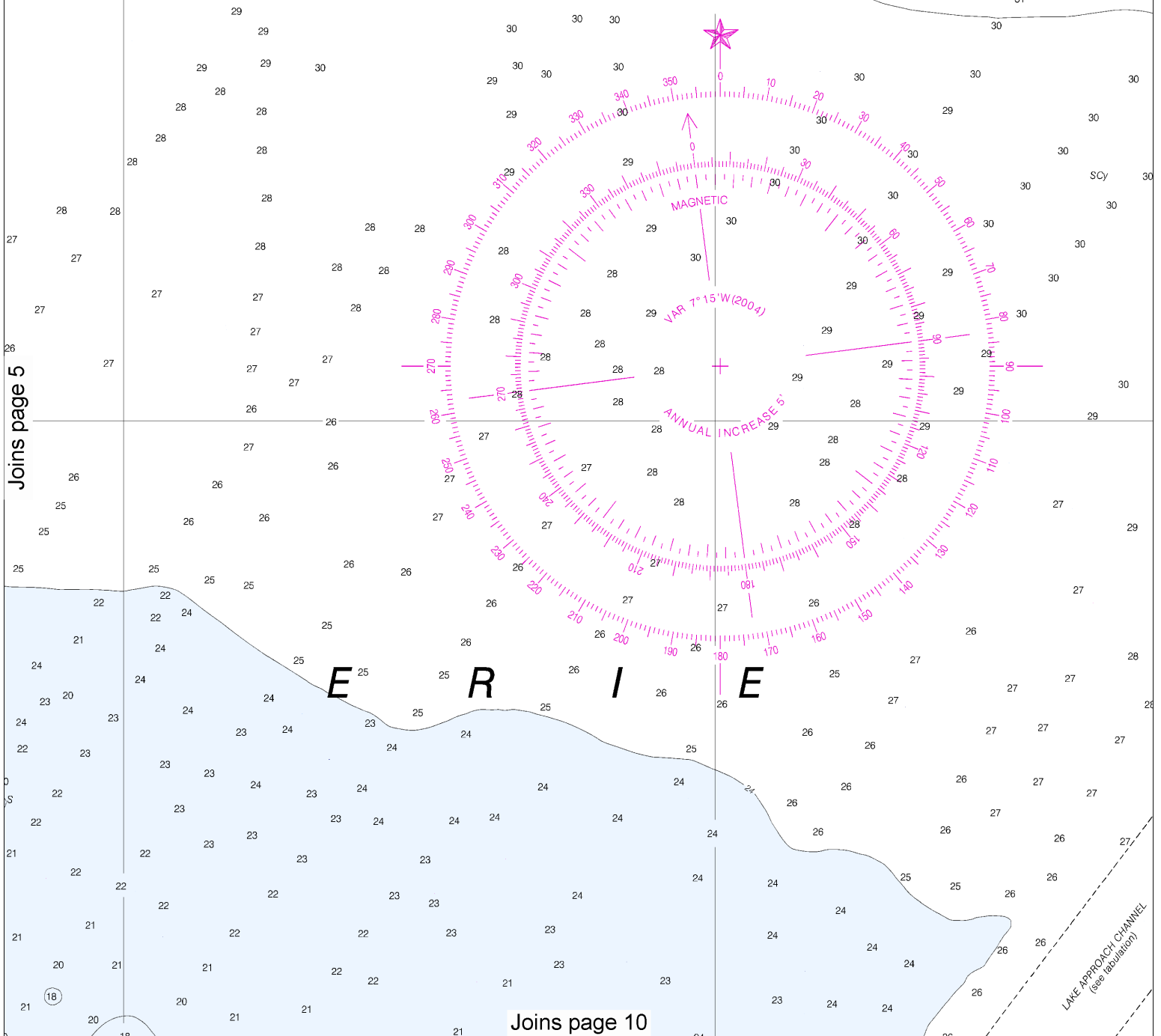
82°32'30"

SCALE 1:5,000

0.5 Statute Miles

Meters

Joins page 5



Joins page 10

6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:5,000

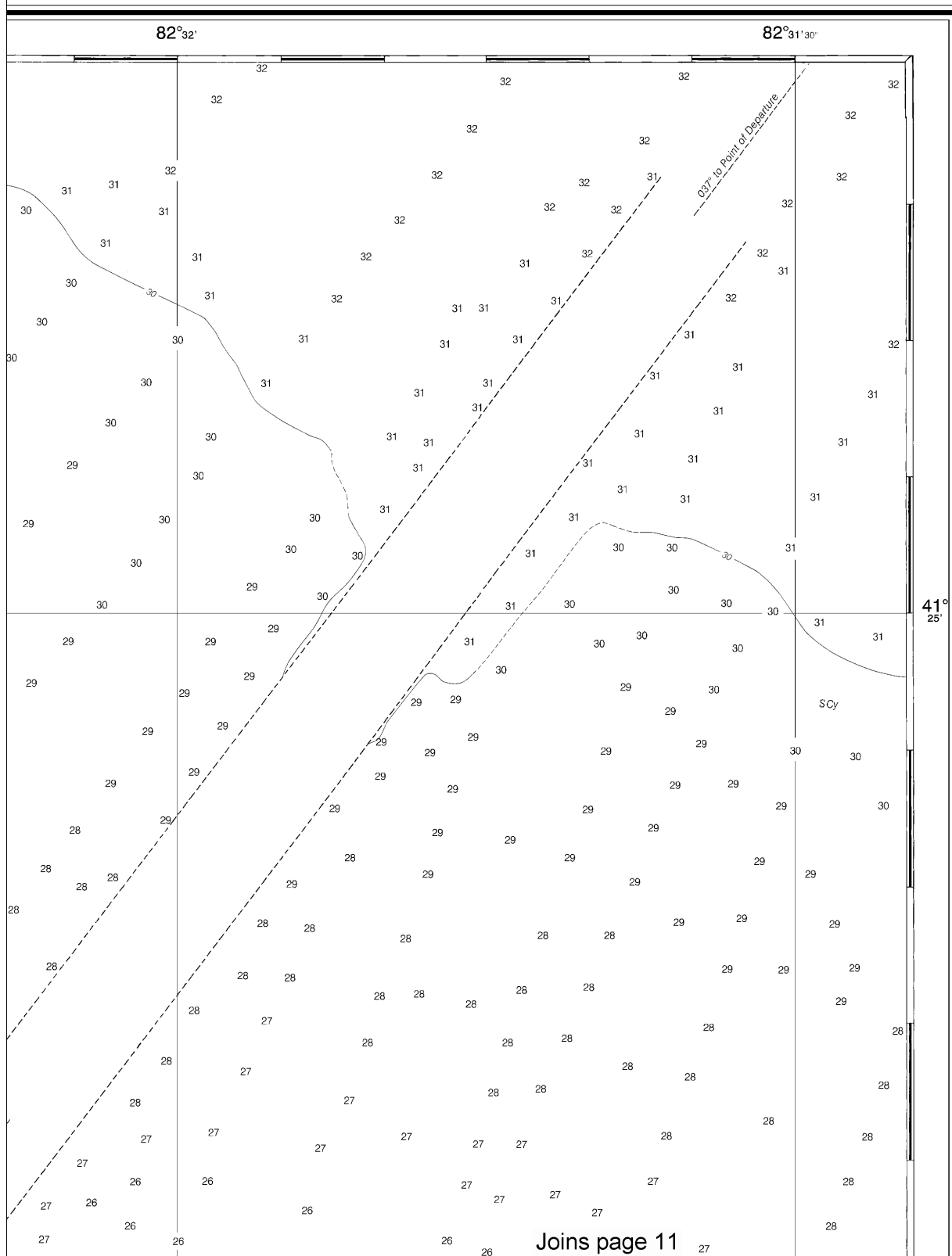
0.5 Nautical Miles

See Note on page 5.

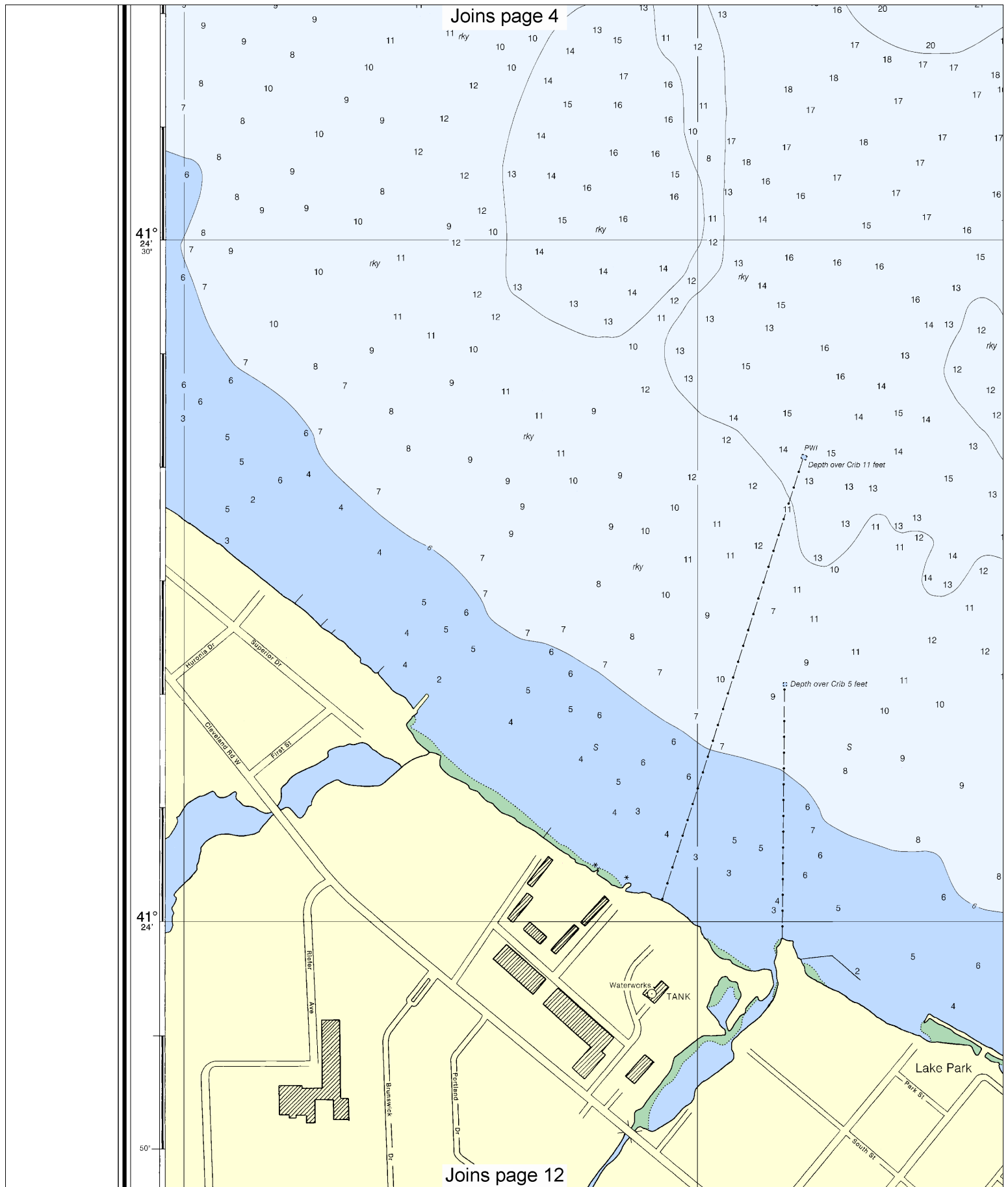


SOUNDINGS IN FEET

14843



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4712 11/20/2012,
 NGA Weekly Notice to Mariners: 4812 12/1/2012,
 Canadian Coast Guard Notice to Mariners: 1012 10/26/2012.



8

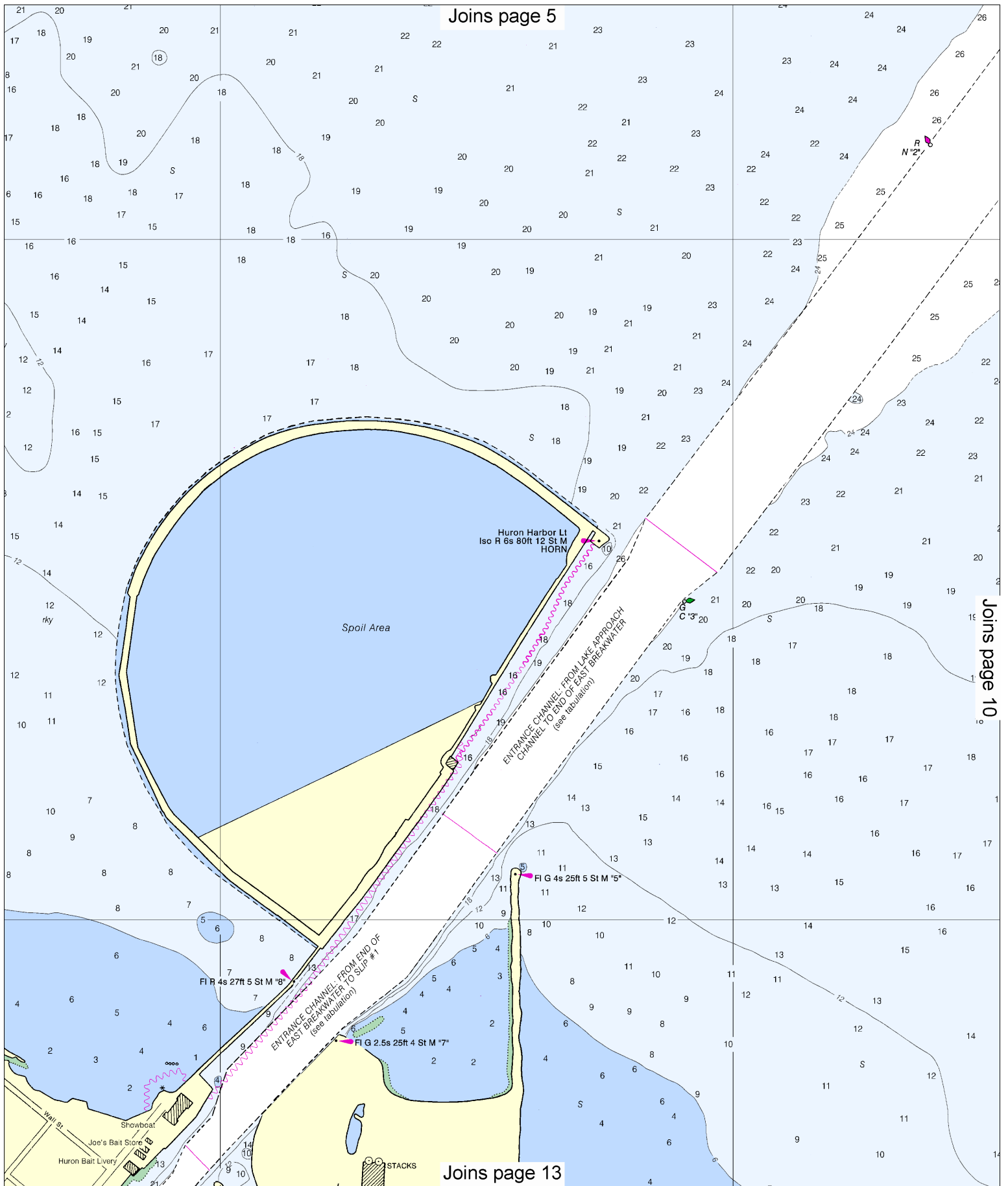
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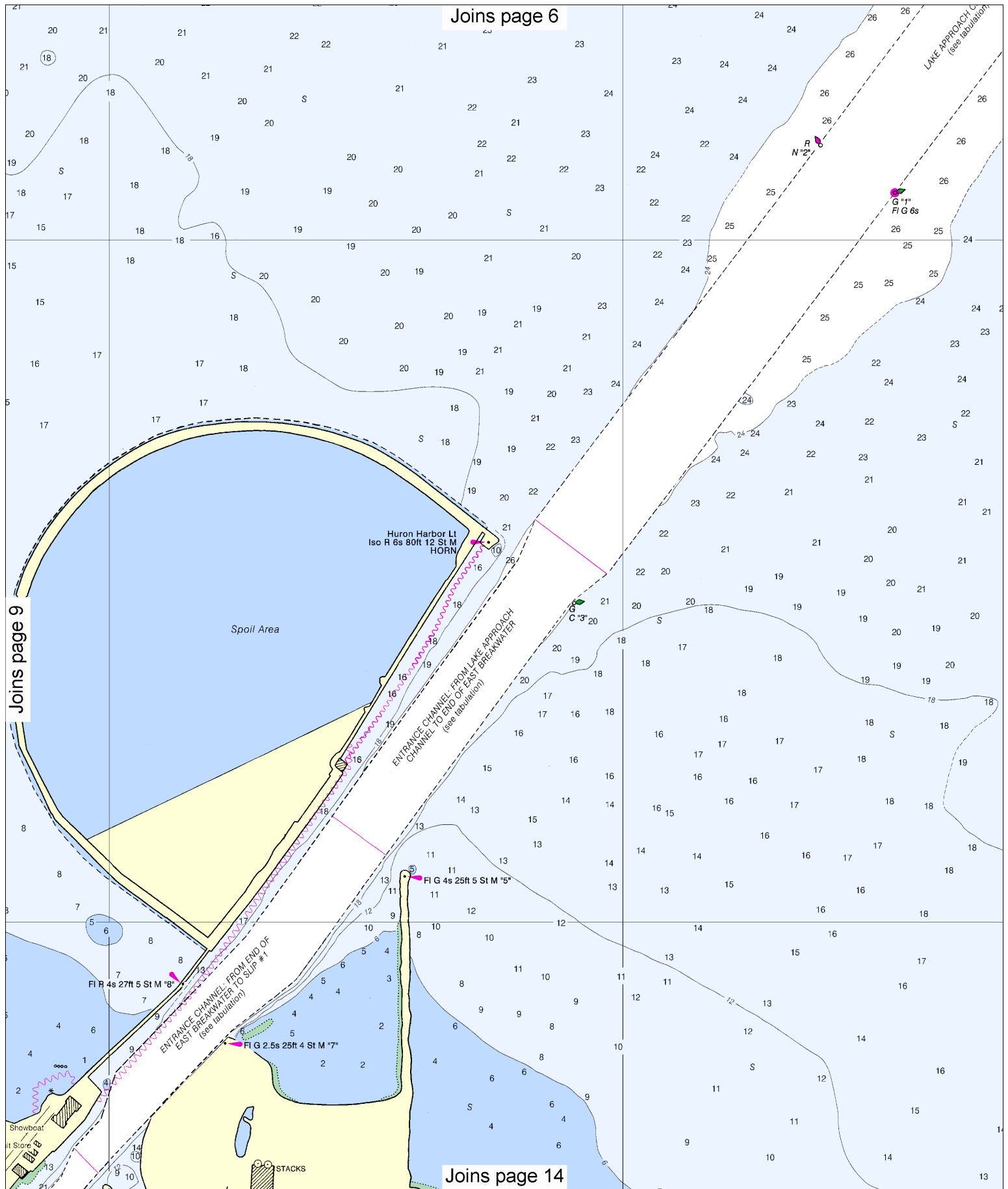
Printed at reduced scale.

SCALE 1:5,000
0.5 Nautical Miles

See Note on page 5.







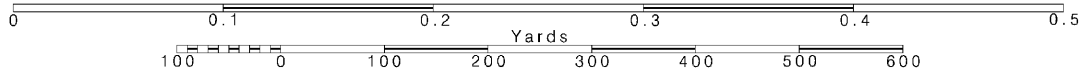
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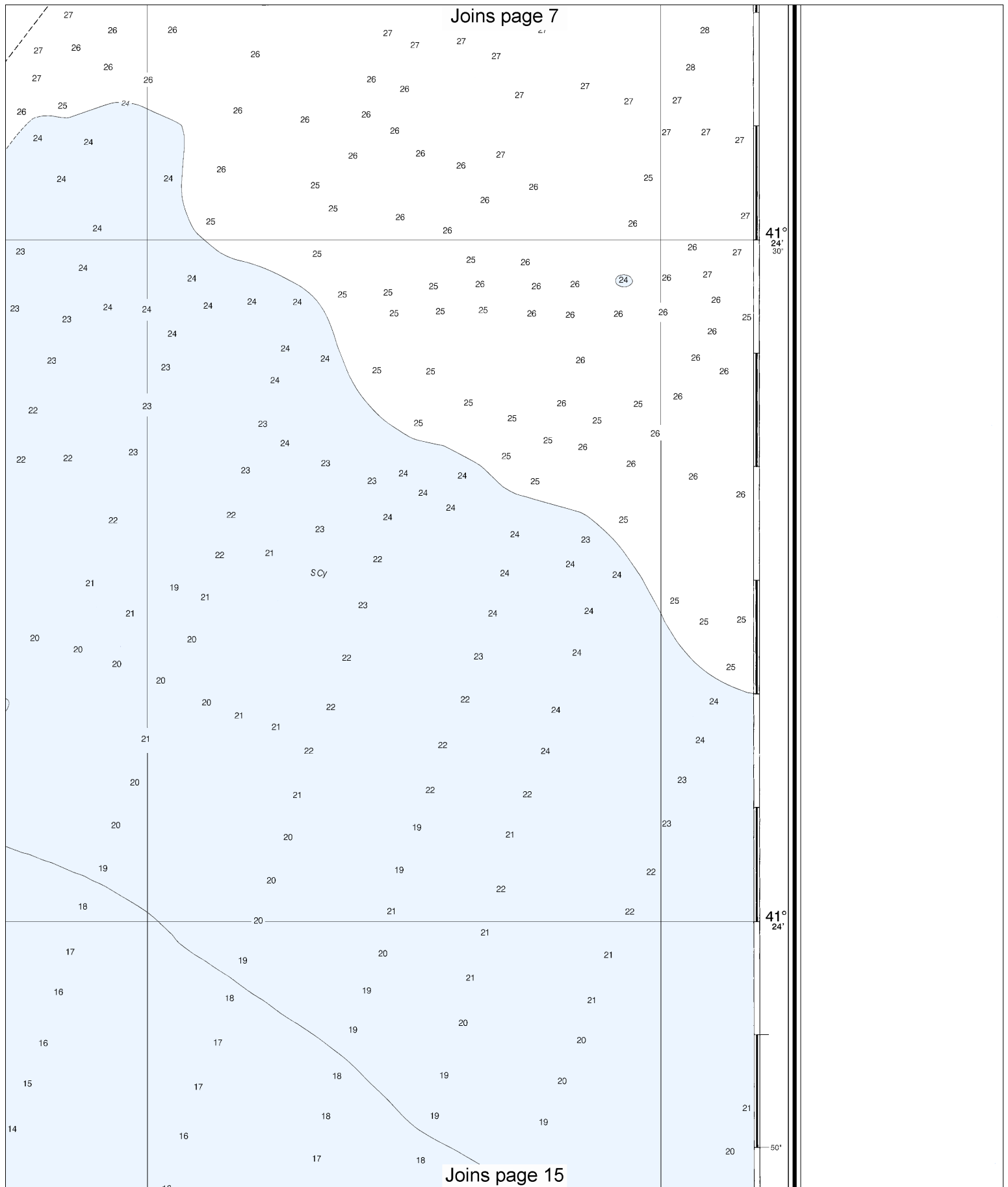
Note: Chart grid lines are aligned with true north.

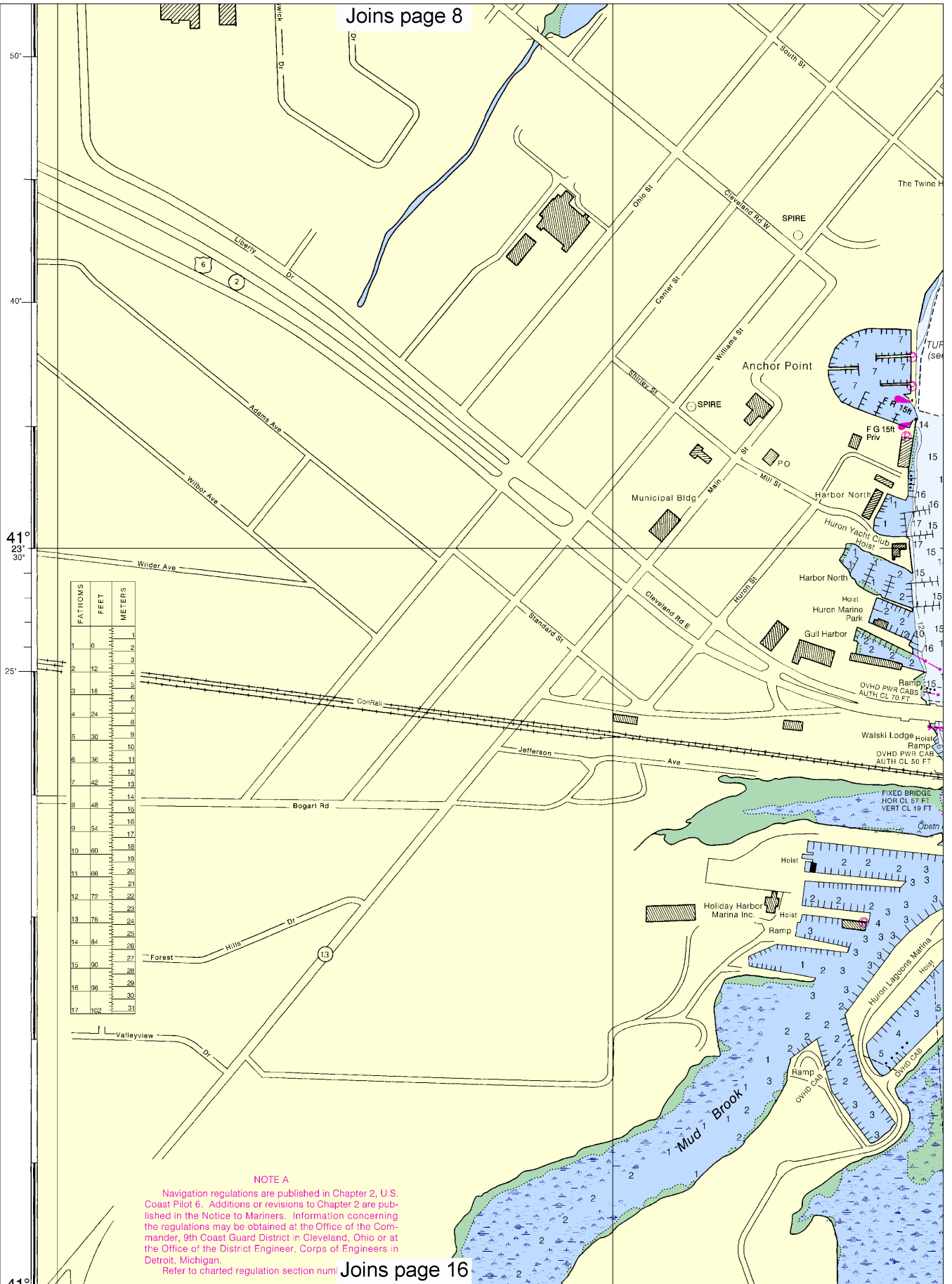
Printed at reduced scale.

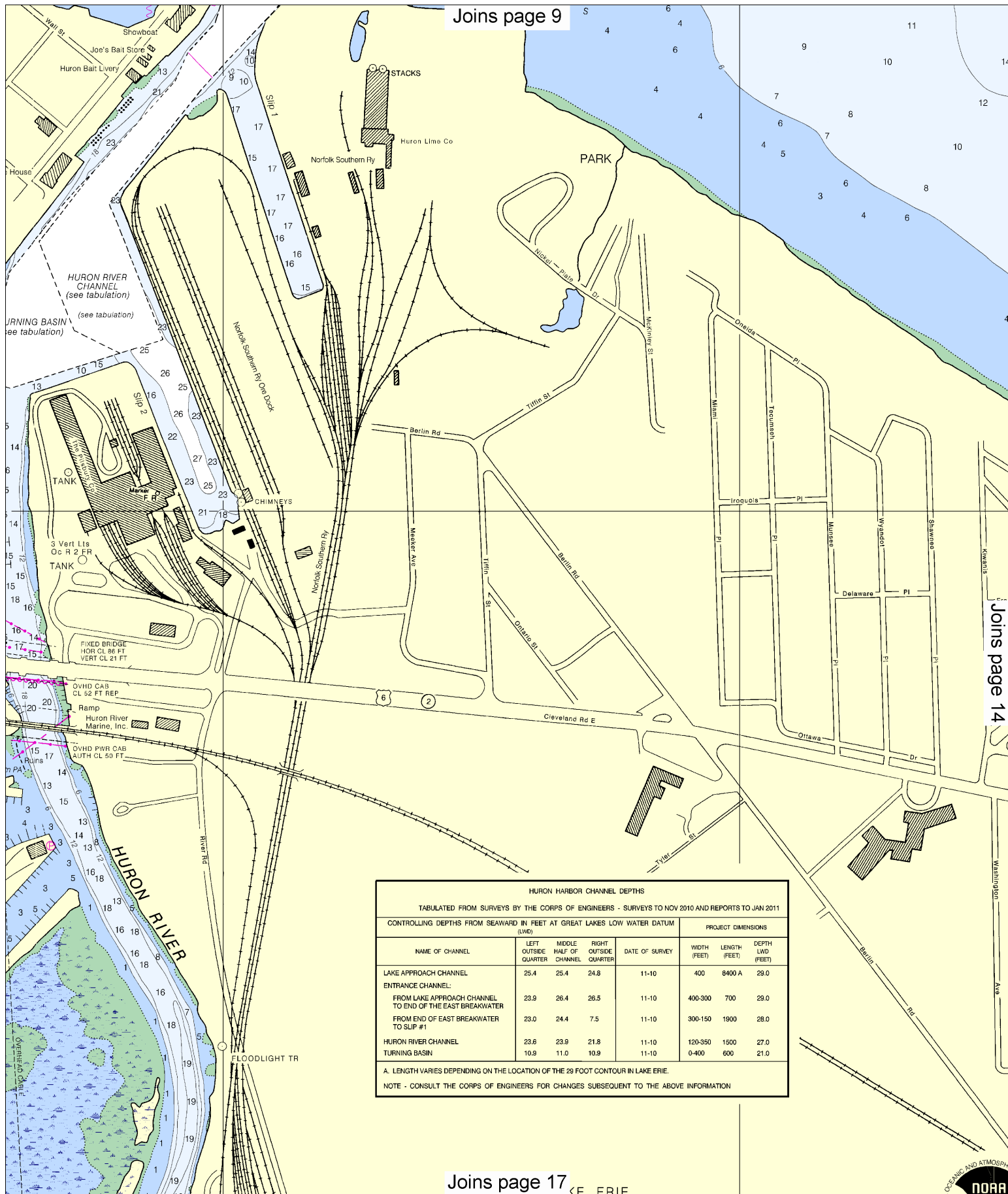
SCALE 1:5,000
0.5 Nautical Miles

See Note on page 5.



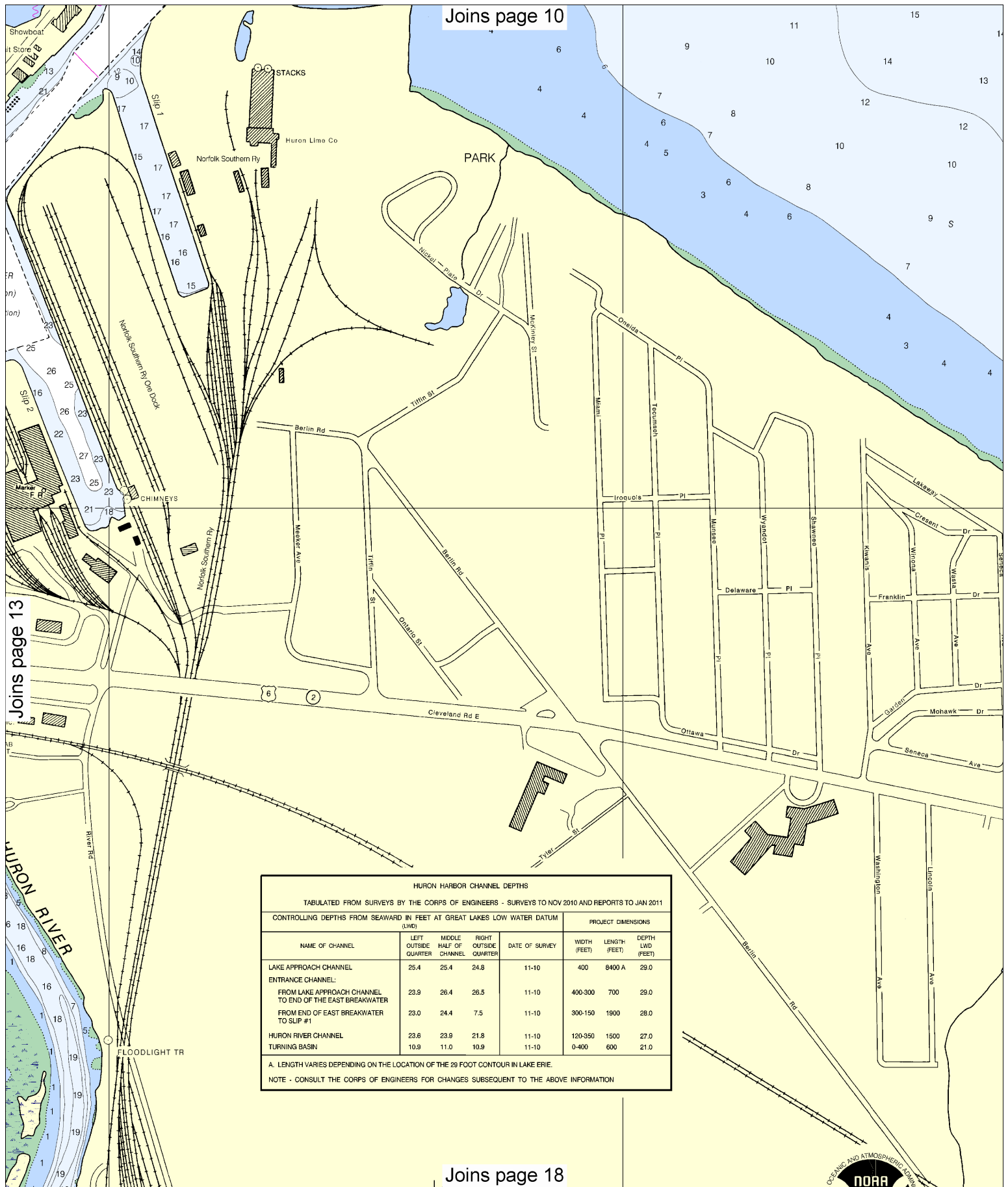






HURON HARBOR CHANNEL DEPTHS							
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO NOV 2010 AND REPORTS TO JAN 2011							
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ENTRANCE CHANNEL:							
FROM LAKE APPROACH CHANNEL TO END OF THE EAST BREAKWATER	23.9	26.4	26.5	11-10	400-300	700	29.0
FROM END OF EAST BREAKWATER TO SLIP #1	23.0	24.4	7.5	11-10	300-150	1900	28.0
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TURNING BASIN	10.9	11.0	10.9	11-10	0-400	600	21.0

A. LENGTH VARIES DEPENDING ON THE LOCATION OF THE 29 FOOT CONTOUR IN LAKE ERIE.
 NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION



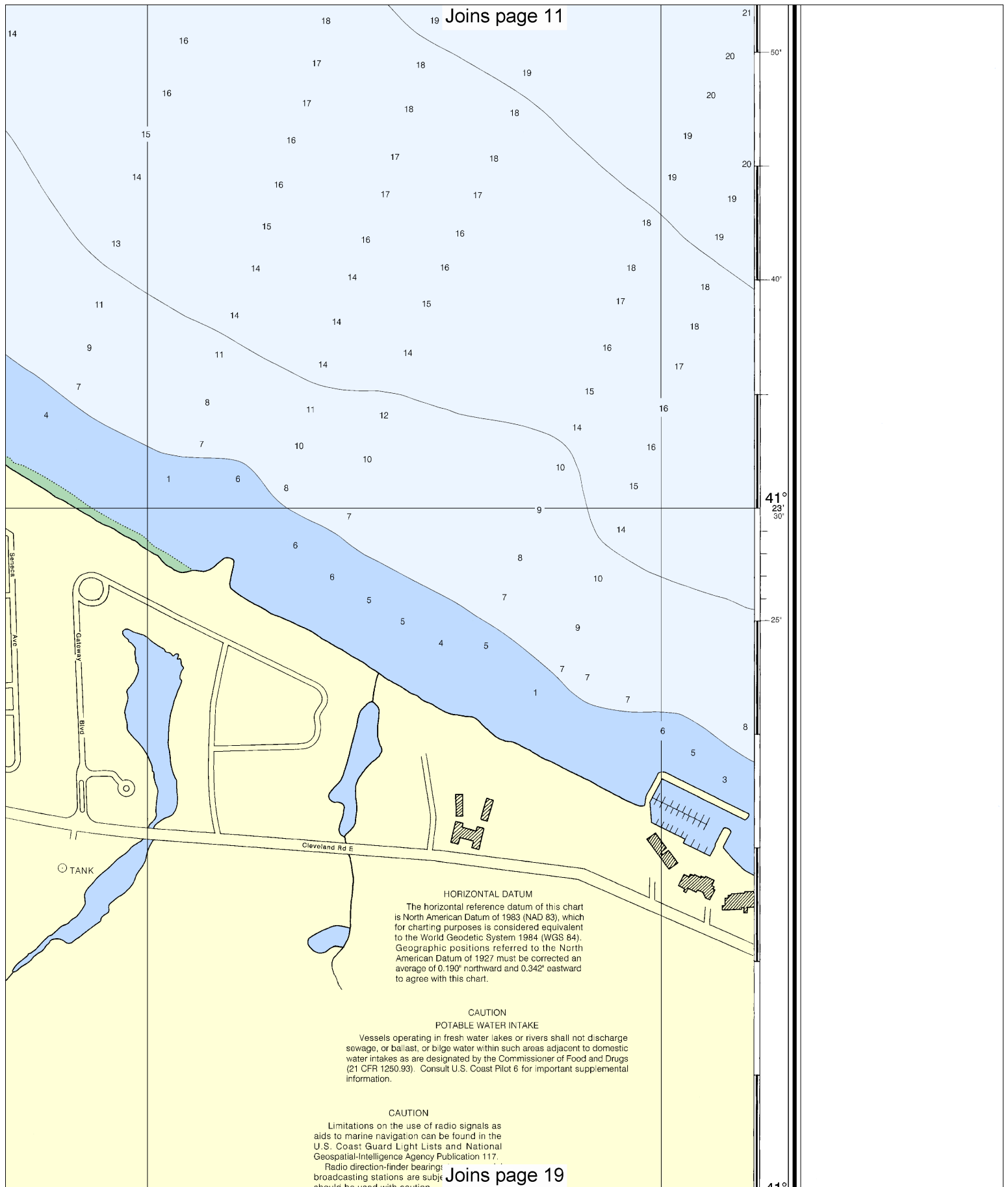
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:5,000
0.5 Nautical Miles

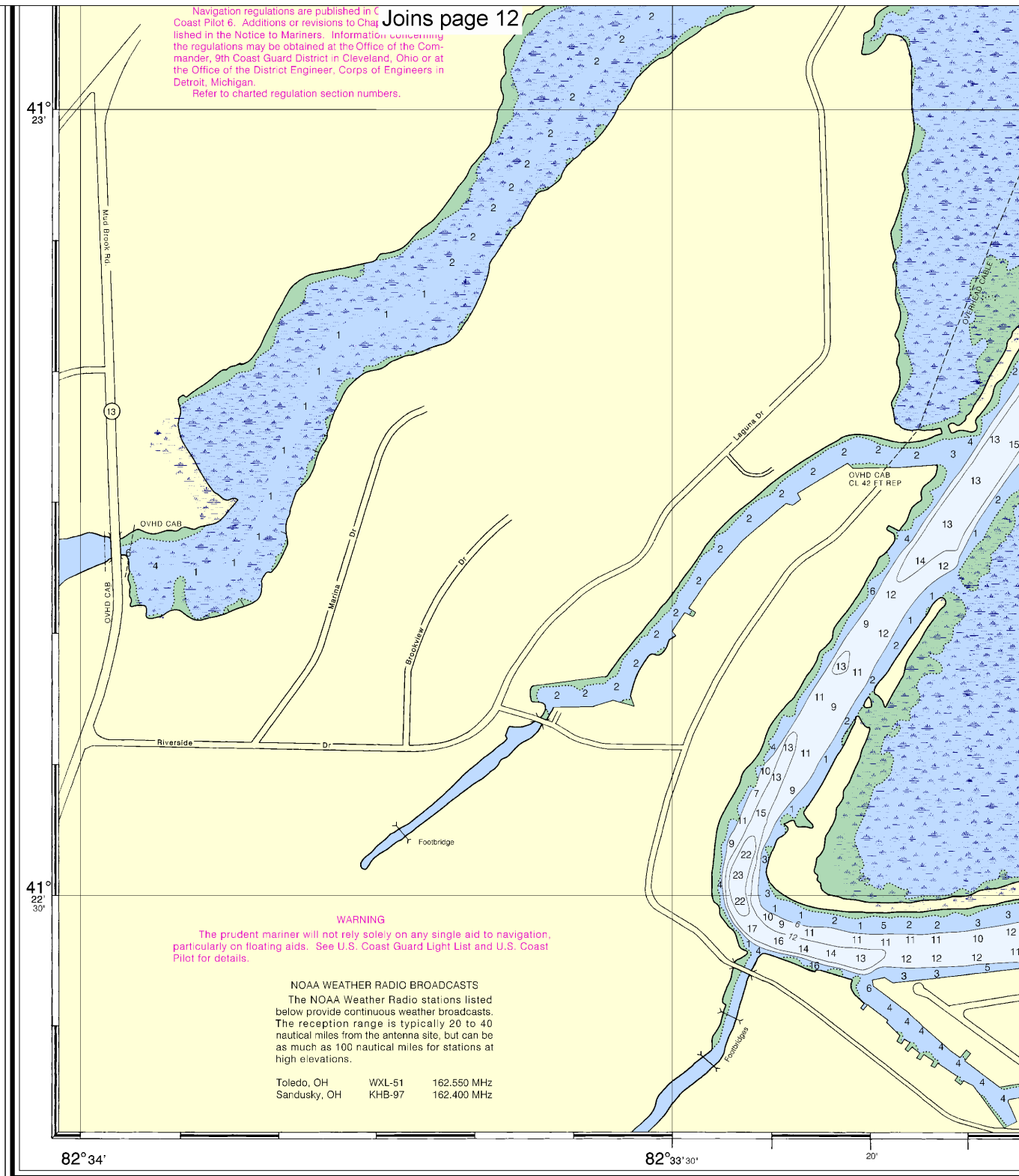
See Note on page 5.





Navigation regulations are published in U.S. Coast Pilot 6. Additions or revisions to Chapter 1 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Detroit, Michigan.
Refer to charted regulation section numbers.

Joins page 12



WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOAA WEATHER RADIO BROADCASTS
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Toledo, OH	WXL-51	162.550 MHz
Sandusky, OH	KHB-97	162.400 MHz

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

SOUND

23rd Ed., Feb. / 04 ■ Corrected through NM Feb. 28/04
Corrected through LNM Dec. 16/03

14843

16

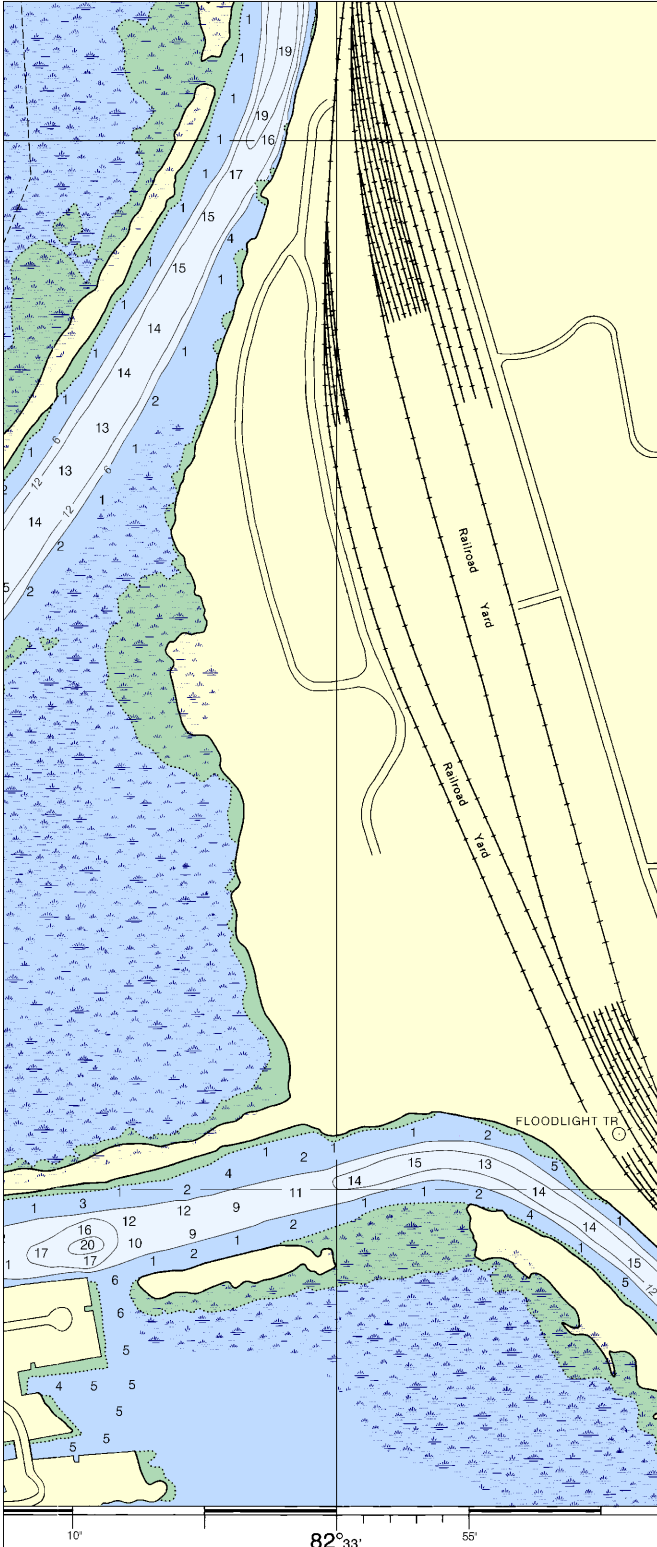
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

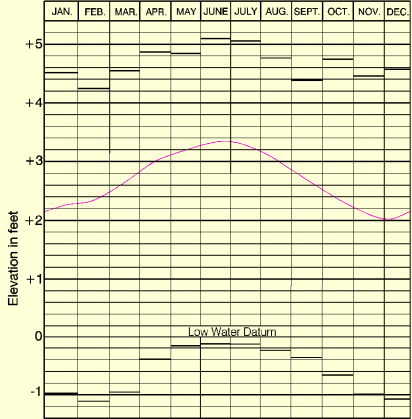
SCALE 1:5,000
0.5 Nautical Miles

See Note on page 5.





LAKE ERIE



Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

Pump-out facilities

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

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UNITED STATES -
LAKE ERIE

HURON H

Polyconic Pro
Scale 1:5

North American Da
(World Geodetic S)

SOUNDINGS

For Symbols and Abbreviat

Additional information can be obtaine

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Referred to mean water level at Rimouski, Quebec, Int
AIDS TO NAVIGATION. Consult U.S. Coast Guard L concerning aids to navigation.
AUTHORITIES. Hydrography and topography by the additional data from the Corps of Engineers, Geologi
BRIDGE AND OVERHEAD CABLE CLEARANCES. Wh Datum, bridge and overhead clearances are reduced U.S. Coast Pilot 6.

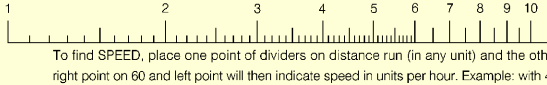
SUPPLEMENTA

Consult U.S. Coas supplemental inform

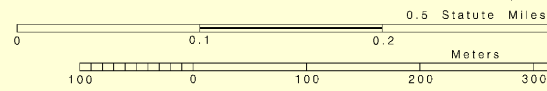
POLLUTIC

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (U.S. Coast Guard facility if telephone commu 153).

LOGARITHMIC SPEED S

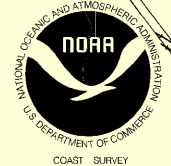


SCALE 1:5,000



DINGS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



UNITED STATES - GREAT LAKE
LAKE ERIE - OHIO

HURON HARBOR

Polyconic Projection
Scale 1:5,000

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET

For Symbols and Abbreviations see Chart No. 1

Additional information can be obtained at nauticalcharts.noaa.gov

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum).....
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental
concerning aids to navigation.

AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast
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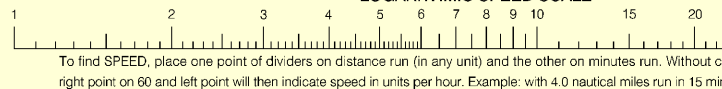
SUPPLEMENTAL INFORMATION

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supplemental information.

POLLUTION REPORTS

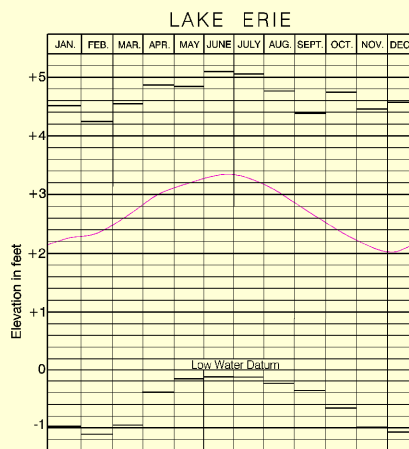
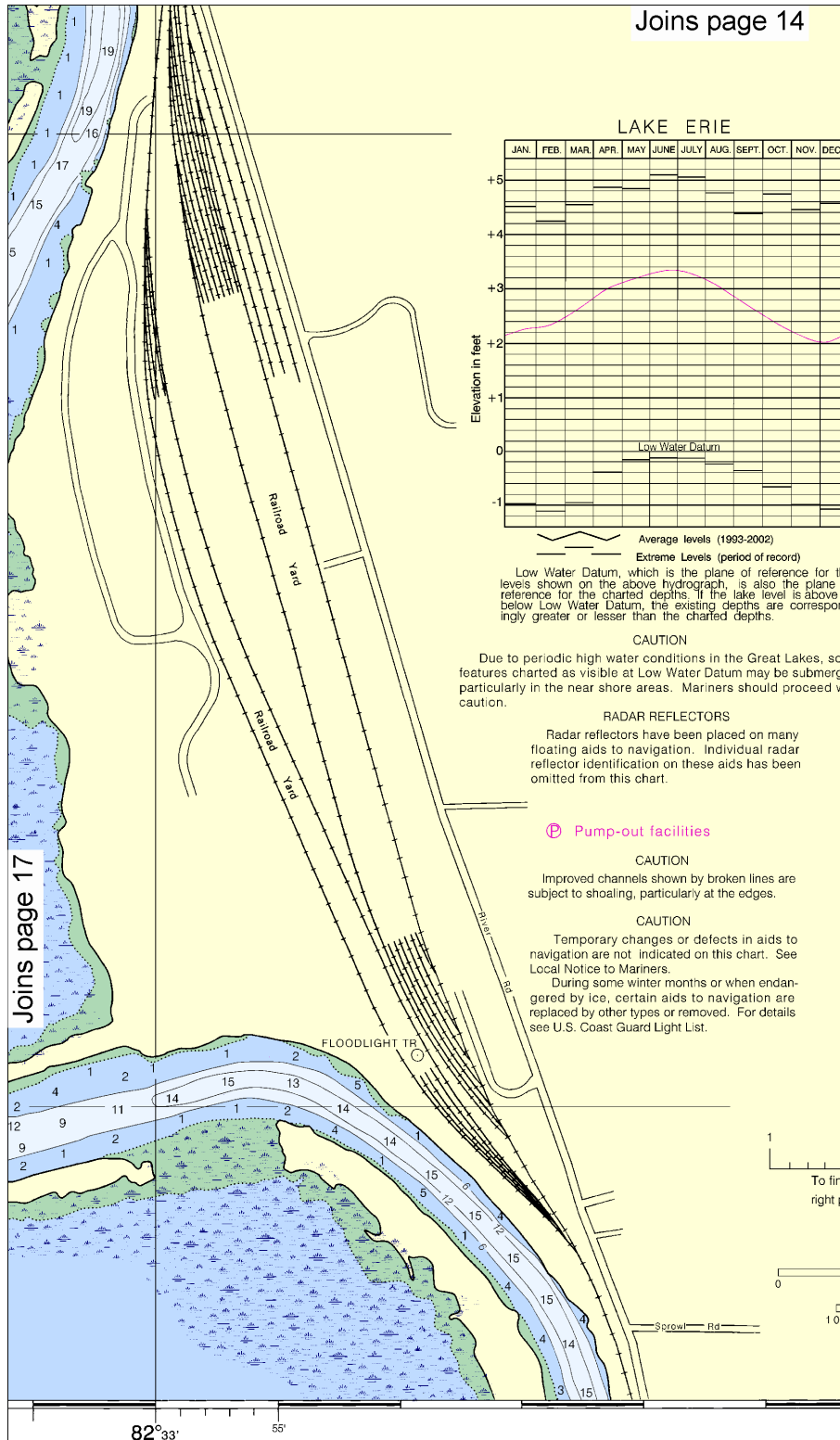
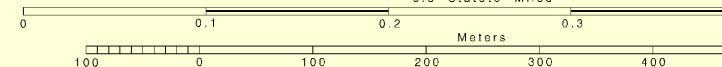
Report all spills of oil and hazardous substances to the National
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Coast Guard facility if telephone communication is impossible (33 CFR 153).

LOGARITHMIC SPEED SCALE



SCALE 1:5,000

0.5 Statute Miles



Average levels (1993-2002)
Extreme Levels (period of record)

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replaced by other types or removed. For details
see U.S. Coast Guard Light List.

Joins page 17

IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

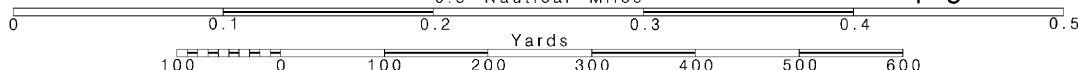
Note: Chart grid
lines are aligned
with true north.

Printed at reduced scale.

SCALE 1:5,000

0.5 Nautical Miles

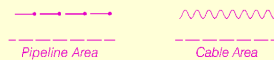
See Note on page 5.



CAUTION Joins page 15

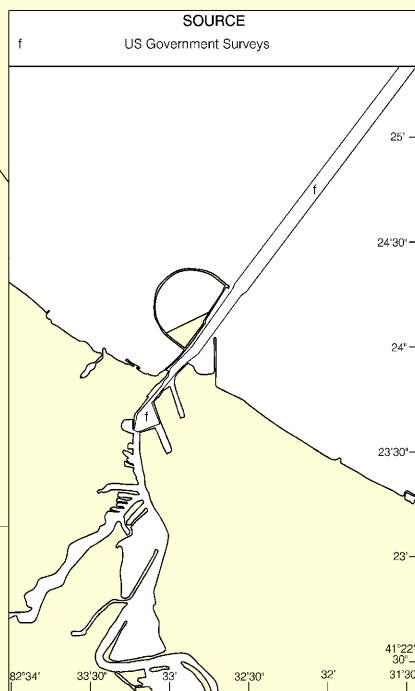
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:
 ○ (Accurate location) ◌ (Approximate location)

CAUTION
SUBMARINE PIPELINES AND CABLES
 Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.



SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

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500 600

82°32'

82°31'30"

41°
23'

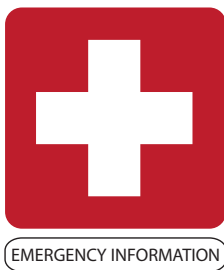
41°
22'
30"



Huron Harbor

SOUNDINGS IN FEET - SCALE 1:5,000

14843



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

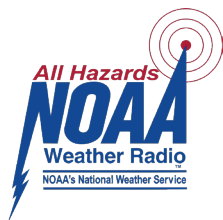
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Online chart viewer	—	http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow @nauticalcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker